

WHAT IS CLAIMED IS:

1. A vehicle differential gear comprising:

a power unit provided with a transmission wheel extending outward from one side;

5 a differential gear connected with said power unit, said differential gear provided with a bevel gear unit in the interior, said differential gear having one outer side assembled thereon with a driven wheel, said driven wheel connected with said transmission wheel of said power unit by a belt to drive said differential gear to rotate;

10 two wheels respectively having a transmission shaft connected to the opposite sides of said differential gear, said transmission shaft connected with said bevel gear unit of said differential gear, said bevel gear unit rotating said transmission shafts and consequently said wheels as well; and,

15 said driven wheel chosen to match with preset running speeds of a car, said driven wheel threadably assembled on one outer side of said differential gear, needless to make various molds for producing various components to suit different speeds of a car, said vehicle differential gear convenient to be assembled and having practicability.

20 2. A vehicle differential gear comprising:

a power unit provided with a transmission wheel extending outward from one side;

a differential gear connected with said power unit, said differential gear provided with a bevel gear unit in the interior, said differential gear  
25 having one outer side assembled thereon with a driven wheel, said driven wheel connected with said transmission wheel of said power unit by a belt to rotate said differential gear to;

two wheels respectively having a transmission shaft connected with the opposite sides of said differential gear, said transmission shaft connected with said bevel gear unit of said differential gear, said bevel gear unit rotating said transmission shaft and consequently said wheel as  
5 well, said transmission shaft covered with a shaft sleeve;

a brake assembled with said differential gear, said brake composed of a brake saucer, a set of brake clamping members and a control member, said brake saucer fixed on one side of said differential gear to rotate together with said differential gear, said clamping members  
10 and said control member assembled on said shaft sleeve of said wheel, said brake clamping members aligned to and able to tightly clamp said brake saucer; and,

said driven wheel chosen for use according to preset running speeds of a car, said driven wheel assembled on one outer side of said  
15 differential gear, thus able to save cost in making various molds for producing various components to match with different running speeds of a car, said control member operated to control said brake clamping members to clamp said brake saucer, said differential gear actuated to stop rotating together with said brake saucer, said transmission wheel of  
20 said power unit actuated to stop rotating at the same time.

3. The vehicle differential gear as claimed in Claim 2, wherein said brake is composed of a brake drum, a unit of brake horseshoes and a control member, said brake drum threadably assembled on one side of said differential gear to rotate together with said differential gear, said  
25 brake horseshoes and said control member assembled on said shaft sleeve of said wheel, said brake horseshoes received in said brake drum, said control member forcing said brake horseshoes to expand outward and push to stop said brake drum, said differential gear stopped rotating

together with said brake drum, said transmission wheel of said power unit stopped rotating at the same time.

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